

No. 10.

THE DELAWARE and HUDSON

Railroad Department--HONESDALE BRANCH--Time

For the Government and Information of Employees only.

Takes Effect Monday, June 16, 1902, at 12:01 a. m.

RE and HUDSON COMPANY.

No. 10.

Department--HONESDALE BRANCH--Time Table.

Takes Effect Monday, June 16, 1902, at 12:01 a. m.

Superseding Time Table No. 9, Dated February 2, 1902.

STATIONS.		DISTANCE BETWEEN STATIONS.	WEST BOUND TRAINS										Minimum Time of West Bound Freight Trains between stations.
			First Class					Second Class					
LEAVE	ARRIVE		81	83	85	87	101	103	105	151	153		
			Daily Ex Sun.	Daily Ex Sun.	Daily Ex Sun.	Daily Ex Sun.	Sunday Only	Sunday Only	Sunday Only	Daily Ex Sun.	Daily Ex Sun.		
			Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Way Fr't	Way Fr't		
			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.		
Carbondale Junction	(Erie)	0.90											Minutes
CARBONDALE		0.00	s 8.51	s 12.49	s 3.40	s 6.47	s 12.17	s 4.16	s 7.55	s 8.13	s 2.08		3
Lookout Junc. Honesdale Branch		0.51	8.49	12.47	3.38	6.45	12.15	4.14	7.53	8.10	2.05		9
Bushwick Passing Branch		1.79	8.45	12.43	3.34	6.41	12.11	4.10	7.49	8.02	1.50		10
LINCOLN AVENUE		1.94	s 8.41	s 12.39	s 3.30	s 6.37	s 12.07	s 4.06	s 7.45	7.54	1.42		4
Racket Brook Passing Siding		0.77	8.38	12.36	3.27	6.34 6.32	12.04	4.03	7.42	7.51	1.39		4
WHITES		0.68	f 8.37	f 12.35	f 3.26	f 6.30	f 12.03	f 4.02	f 7.41	7.48	1.36		7
PANTHER BLUFFS	Switchback Passing Siding	1.31	s 8.34 s 8.30	12.32 s 12.28	3.23 s 3.19	6.28 s 6.24	12.00 s 11.56	3.59 s 3.55	7.38 s 7.34	7.42 7.32	1.30 1.25		20
Farview Junction	Passing Branch	3.94	8.20	12.18	3.09	6.14	11.45	3.44	7.23	7.15	1.08		2
FARVIEW	Passing Siding	0.41	f 8.19	f 12.17	f 3.08	f 6.13	f 11.44	f 3.43	f 7.22	f 7.12	f 1.05		14
Swackhammer	Short Spur	2.81									7.00	12.53	
Munson	Passing Siding	0.94	8.10	12.08	2.59	6.04	11.35	3.34	7.13	6.56	12.49		8
LAKE LODORE	Passenger Siding	1.90	f 8.07 f 8.05	f 12.05	f 2.56	f 6.01	f 11.31	f 3.30	f 7.09				5
WAYMART	Passing Branch Passing Siding	0.65	s 8.03	s 12.03	s 2.54	s 5.59	s 11.29	s 3.28	s 7.07	s 6.45 s 6.35	12.38 s 12.33		14
KEENE	Passing Siding	2.84	f 7.57	s 11.57 s 11.55	f 2.48	f 5.53	f 11.23	f 3.22	f 7.01	6.25	12.21		6
STEENE	Short Spur	1.21	f 7.54	f 11.52	f 2.45	f 5.50	f 11.20	f 3.19	f 6.58	6.20	12.15		9
PROMPTON	Station Switch	1.83	f 7.50	f 11.48	f 2.41	f 5.46	f 11.16	f 3.15	f 6.54	f 6.14	f 12.08		3
Farnham	Passing Branch	0.58									6.12	12.06 12.01	
FORTENIA		0.81	f 7.46	f 11.44	f 2.37	f 5.42	f 11.12	f 3.11	f 6.50	6.09	11.57		2
Gills	Passing Branch	0.39									6.07	11.55	
SEELYVILLE	Station Switch	0.66	f 7.43	f 11.41	f 2.34	f 5.39	f 11.09	f 3.08	f 6.47	f 6.05	f 11.52		4
Blandin	Passing Branch	0.64									6.02	11.49	
HONESDALE		0.69	7.39	11.37	2.30	5.35	11.05	3.04	6.43	6.00	11.46		0
Honesdale Junction	(Erie)	0.83											
ARRIVE	LEAVE		A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.		
			81	83	85	87	101	103	105	151	153		

☒ East bound Trains have the absolute right of track over West bound Trains of the same class.

s indicates regular stop.

f " flag station.

☒ This Company reserves the right to omit the Stop of any train at any Station when there are no passengers to be taken or delivered.

☒ Erie Railroad first class trains will have no rights over or against Delaware and Hudson Railroad first class trains.

☒ First class trains of the Honesdale Branch must keep entirely out of the way of First class trains of the Main Line.

☒ Trains will not stop at No. 5, No. 17, (Hubbard's), or at any other point not indicated on the Time Table.

☒ At Panther Bluffs' switchback, the outside, or westerly track, is the main track. The inside, or easterly track is a passing siding.

That part of Rule 58, referring to grade crossings, and of Rule 59, referring to Yard limits, of the Book of Instructions, will not be enforced. But all trains must approach grade crossings, and yard limits, under full control, prepared to stop before reaching them should the signals be against them, or the way not clear.

All first class trains will register at Honesdale and Carbondale. Second-class and extra trains will register at Honesdale, Farview, and Yardmaster's Office, Carbondale.

SPECIAL INSTRUCTIONS.

1. Telegraph Operators MUST report the arrival and departure of all trains to the Superintendent's Office.

2. Engineers must run their trains as nearly to time as possible; must cause the bell to be rung at least eighty (80) rods before arriving at any road-crossing, and to be continued until the engine has passed it.

3. If an accident happens to a train, the Conductor must immediately take measures to communicate with this office. A Conductor of a passenger train may command the services of any freight or coal train, or hand car, on the road, either to forward his own passengers, or to carry a

H. G. YOUNG, Second Vice President,

Albany, N. Y.

ERIE RAILROAD TRAINS.

EAST BOUND.

First Class.

142	108	130	138
Sunday Only	Daily Ex Sun	Daily Ex Sun	Daily Ex Sun
P. M.	P. M.	P. M.	A. M.
3.12	3.37	2.02	8.35
3.15	3.40	2.05	8.38
P. M.	P. M.	P. M.	A. M.
142	108	130	138

STATIONS

WEST BOUND.

First Class.

117	101	127	143
Daily Ex Sun	Daily Ex Sun	Daily Ex Sun	Sunday Only
A. M.	P. M.	P. M.	P. M.
s 10.38	s 1.57	s 7.53	s 6.56
10.35	1.54	7.50	6.53
A. M.	P. M.	P. M.	P. M.
117	101	127	143

message. He will take the best measures within his reach to have his train forwarded with the least possible delay ; and every employee of the Company is required to assist him.

4. All accidents, damage to the Company's property, and injury to persons, must be immediately reported by telegraph to the Superintendent, and followed promptly by detailed report on blank form No. 16. These blanks are kept at Nineveh, Carbondale, Green Ridge, Hudson, Wilkes-Barre, Plymouth Junction, and Honesdale.

5. When engines running on double track pass other engines or trains on curves, the engineers will sound their whistles to warn trackmen of their approach ; care being taken to avoid whistling while opposite passenger cars.

6. Engineers must pass all stations cautiously, whether they are to stop or not. Running off a switch at a station where the train is to stop or pass another train, or in switching in any yard, will be considered as gross negligence on the part of the Engineer, requiring in all cases a satisfactory explanation in writing to the Superintendent.

7. Engineers must keep a good lookout, as they move for-

ward, for any signals, either from the repair men, or other employees of the Company, all of which they are responsible for seeing and immediately attending to, even if they should see reason to think such signal unnecessary. The lives of passengers are entrusted to their care, and it is fully expected that they will not only attend to every signal, and to all their instructions, but also that they will, on all occasions, be vigilant and cautious themselves, not trusting alone to signals or rules for safety.

8. Engineers will be held responsible for their Engines being neat, clean, and in good working order before leaving the Engine house, supplied with coal and water, and all requisite tools belonging thereto.

9. Division Foremen will pass over and examine their sections daily and ascertain that track, cuts, slopes and bridges are safe. They must see that no lumber, wood, stone, materials, or tools, are placed at any time within four feet of the rail, and that all gravel or ballast is leveled down so as not to endanger the safety of trains. In stormy weather they will be out with their men (day or night if necessary) and, with proper signals, watch those places liable to wash or be disturbed otherwise.

10. All working parties upon the track must give notice of any obstructions by their work, by exhibiting the proper signal at least half a mile each way.

11. Trackmen must make every effort to extinguish any and all fires along their sections.

12. Yard Limits at Carbondale, Lookout, Bushwick, Farview, Waymart and Honesdale are designated by Yard Limit Signs.—It will not be necessary for any engine or train occupying the Main Tracks inside the established Yard Limits to be protected by flagman, *except* when in the time of a First-class train.—All trains must be governed accordingly.

Semaphore Signals at Panther Bluffs:—

(1) Eastbound trains will be governed, first, by the Distant Signal No. 1 (east of Panther Bluffs), and second by the lower blade on Home Signal post.

(2) Westbound trains will be governed, first, by the Distant Signal No. 2 (east of Panther Bluffs), and second by top blade on Home Signal post.

Interlocking Signals and Switches at Lookout Junction:—

Special instructions governing the use of Signals and Switches at Lookout Junction (Carbondale), were issued on August 18, 1900.

All train and enginemen must familiarize themselves with these instructions and will be held accountable for their proper observance.

C. R. MANVILLE, Superintendent,
Carbondale, Pa.